What is claimed is:

1. A method for controlling the braking system of a motor vehicle,

— in which, in order to prevent the vehicle from rolling away following a braked standstill, a first braking-force value is set independently of the driver at at least one wheel of the vehicle and is held for a specified limited holding time (T0),

wherein

— the angle of gradient (α) of the roadway in the longitudinal direction of the vehicle is ascertained and

— the holding time (T0) is a function of the angle of gradient (α) ascertained.

2. The method as recited in Claim 1,

wherein, in the event that an intention on the part of the driver to drive off is registered during the specified holding time (T0),

— the specified holding time (T0) is cut short and

— from this point on a second braking-force value is maintained independently of the driver for a specified extended holding time (T1).

3. The method as recited in Claim 2,

wherein

— the extended holding time (T1) is a function of the angle of gradient (α) ascertained.

4. The method as recited in Claim 3,

wherein the extended holding time (T1) is a function of the ascertained angle of gradient (α) in such a way

— that the extended holding time assumes its maximum value when the angle of gradient (α) exceeds a specified positive limiting value.

5. The method as recited in Claim 2,

wherein the driver's intention to drive off is registered through the operation of the accelerator pedal.

6. The method as recited in Claim 1,
wherein the holding time is a continuous function of the angle of gradient (α).

7. The method as recited in Claim 3,
wherein the extended holding time is a continuous function of the angle of gradient (α).

8. The method as recited in Claim 1,
wherein, under the stipulation that the angle of gradient (α) has a negative sign in the case of a downhill standing-start operation and that the angle of gradient (α) has a positive sign in the case of an uphill standing-start operation, the holding time (T0) either remains constant or increases with an increasing angle of gradient (α).

9. The method as recited in Claim 3,
wherein, under the stipulation that the angle of gradient (α) has a negative sign in the case of a downhill standing-start operation and that the angle of gradient (α) has a positive sign in the case of an uphill standing-start operation, the extended holding time (T1) either remains constant or increases with an increasing angle of gradient (α).

10. The method as recited in Claim 1,
wherein the first braking-force value is equal to the second braking-force value.

11. A device for controlling the braking system of a motor vehicle,
— containing roll-away prevention means, by which, to prevent the vehicle from rolling away following a braked standstill, a first braking-force value is set independently of the driver at at least one wheel of the vehicle and is held for a specified limited holding time (T0),
wherein furthermore
— means for ascertaining the gradient are included, which ascertain the angle of gradient (α) of the roadway in the longitudinal direction of the vehicle and
— the roll-away prevention means are designed in such a way that the holding time (T0) is a function of the angle of gradient (α) ascertained.